

COPY.

Lloyd's Register of Shipping.



United with
THE
BRITISH
CORPORATION
REGISTER.

Port NEWPORT, MON.

20th. June, 1949.

This is to Certify that

W. Henderson

the undersigned Surveyor to this Society did at the request of the Owners' Superintendent attend on board the vessel "VERGRAY" ex Empire Garry, 8551 tons gross of London, whilst lying in Tredegar Dry Dock, Newport, Mon., on the 7th. January, 1949, and subsequent dates, on account of Damage stated to have been sustained through vessel encountering heavy weather whilst on voyage from Tyne - Pensacola, Pensacola - Hamburg, Hamburg - Harvik and Harvik - Glasgow, between 26th. August, 1947, and 27th. March, 1948.

On examining vessel :-

FOUND

Rudder side plates fractured

A number of studs and rivets to horizontal girders, slack

Bottom bush lignum vitae fractured.

On removing side plates found 5 of the horizontal girder angles fractured and a number of slack rivets through tie plates, slack

Top section of stream line plating set in.

RECOMMENDED

Rudder side plates to be renewed.

Rivets and studs to be renewed.

Bottom bush to be renewed.

Horizontal girder angles to be renewed, and slack rivets renewed.

To be renewed.

On completion of rudder repairs, rudder to be tested.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that :-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

COPY.

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S.S. "VERGRAY" ex Empire Garry.

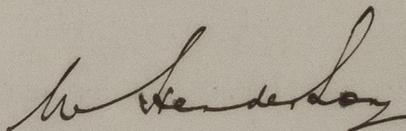
FOUND

Shell bottom in way of 'D' strake 5 & 7, 'C' strake 7 & 8 and 11 & 12, a number of rivets and seam caulking started.

RECOMMENDED

Rivets to be caulked and shell seam re-caulked.

The foregoing recommendations were made with a view to placing the vessel in as good and efficient condition as before the Damage was sustained.



SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.



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Foundation

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